

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c. &c.

FOR 1896.

WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.THIS IS THE TWENTY-FOURTH ANNUAL ISSUE,
AND WILL BE FOUND, AS USUAL, TO SHOW AN ADVANCE
ON PREVIOUS YEARS BOTH IN FAIRNESS AND ACCURACY
OF INFORMATION.THE DIRECTORY COVERS THE WHOLE OF THE
PORTS AND CITIES OF THE FAR EAST, FROM PEKING TO
VIDVINDSTOCK, IN WHICH EUROPEANS RESIDE.

A. S. WATSON & CO. LIMITED.

CHEMISTS BY APPOINTMENT
ESTABLISHED A.D. 1841.MANUFACTURERS OF AERATED
WATERS.OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.The Principal Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.The Water used is proved by repeated
Analyses to be Absolutely Pure.For COAST PORTS, Waters are packed and
placed on board ship at Hongkong, priests, and
the full amount allowed for Passages and
Expenses when received in good order.Counterfoil Order Books supplied on applica-
tion.Our Registered Telegraphic Address is
DISPENSARY, HONGKONG.All signed messages addressed thus will
receive prompt attention.The following is a List of Waters always
kept ready in Stock:

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

Seltzer Water.

LITHIA WATER.

SARSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty
or greasy, or that appear to have been used for
any other purpose than that of containing
Aerated Waters, as such Bottles are never used
again by us.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 26th May, 1896.

NOTICE TO CORRESPONDENTS

Only communications relating to the above columns
should be addressed to THE EDITOR.Correspondents of foreign periodicals and newspapers
will be requested to send their communications to the Editor, not
for publication, but as evidence of good faith.All letters for publication should be written on one
side of the paper only.

No correspondence of any kind will be inserted.

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the paper is printed. Only supplied for Cash.

Telegraphic Address—A.R.C. Code.

P.O. Box, 20. Telegrams No. 12.

BIRTH.

On the 23rd inst. at the Dinglong, Mount Kellar,
the Peacock, and wife of HENRY E. BOYNTON, of
140.The King and Queen of Siam arrived at
Bangkok, on their return from Java and
Singapore, on the 12th August.From noon on Saturday the 15th inst. to
noontime Saturday there were seven cases of
plague. Five of the patients belonged to the
Hongkong Regiment.At Shanghai on the 16th August some
Portuguese boys were bathing at Foutung when
one of them, a lad of twelve named J. De Souza, got
out of his depth and was drowned.Shortly before twelve o'clock on Friday night
a coroner on the top storey of Messrs. A. S.
Watson & Co.'s Dispensary fell down. No one
was injured. Dry rot or white ants caused the
collapse.The King and Queen of Siam arrived at
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one), Salt, Saltpetre (import some thousands of tons), Sulphur, Tea, Vermicilli (import several thousands of tons).

The Committee trust that His Excellency the Governor will understand that the foregoing criticisms are offered in no spirit of reprisal, simply with a view to the present and important services attached to services which they imagine must have been compiled from many more or less imperfect sources of information—I have the honour to be, sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary.
To Hon. J. H. Stewart Lockhart, Colonial Secretary.

COLONIAL SECRETARY TO CHAMBER
Colonial Secretary's Office,
13th August, 1895.

Sir—I am directed to acknowledge the receipt of your letter of the 11th instant on the subject of the statistics of trade which appear in the Harbour Master's annual report.

In reply I am to point out that the ability of the Chamber to supply these statistics is limited, as it is done by the Harbour Master who would seem to indicate that it has at its command information which might render the Harbour Master's return more accurate, and consequently more valuable, than they are at present.

I am accordingly to request that, if there is no objection, the Chamber will be so good as to afford this information to the Harbour Master in obtaining it—I have the honour to be, sir, your most obedient servant.

J. H. STEWART LOCKHART,
Colonial Secretary.
The Secretary, Chamber of Commerce.

THE CHAMBER TO THE COLONIAL SECRETARY
Hongkong General Chamber of Commerce,
31st July, 1895.

Sir—This Chamber, naturally regarding of any question bearing on the prosperity of the port, is desirous to see the import and export statistics of the port, so that a special object should be given thereto as far as possible a permanent charge on the shipping frequenting it.

When in reply to a question put by the Hon. T. H. Whitehead in the Legislative Council on the 8th last, the fact was elicited that the total sum received as the proceeds of the special Gap Rock light-house rate from 1st January, 1893, to 31st December, 1894, was \$34,561, while the amount expended during the same period for construction of light-houses, laying of cable, and maintenance was \$34,585, showing a balance of \$2,588 in hand, my Committee felt that the time had arrived to ask the Government to redeem the pledge made by Sir William De Vaux to abolish the extra tax of one-half a cent per ton on shipping.

At the instance of His Excellency the Governor, who was present at the meeting of Council on the 11th December, 1894, when the Ordinance authorising this special addition to the light-houses was passed, the following question, asked by Mr. MacEwan, the then chairman of this Chamber, and the reply of Sir William De Vaux are taken from the record:

"Mr. MacEwan.—The discussion generally takes place on the second reading of Bills, but in a matter of this kind it would be satisfactory to know the length of time it is intended to levy this increase, because, if I recollect correctly, it was understood that the tax would only be levied in order to pay for the actual cost of the light-houses, and then be withdrawn.

"His Excellency.—Most distinctly. The cent will not raise \$30,000, and I think we will be very lucky if we get off for \$10,000. It will be called the Gap Rock light-house rate, and it will involve the special sanction of the Legislative Council, and it will naturally cease when the Gap Rock light-houses are paid off. As it is very inconvenient to levy for a long period, the Committee, in view of the strong reason to the contrary, it would be advisable to have a meeting again before the 1st January to pass this Bill. If you prefer a meeting at a later date I am quite willing to agree to that. However, as the Council has already practically agreed to this matter, there may be no objection to suspending the Standing Orders, and passing the Bill through at the sitting today."

The discussion on this question, and, in reply to a request by Mr. MacEwan, that Mr. MacEwan's question and the reply thereto should be specially noted, Sir William De Vaux further said—

"His Excellency.—Of course this will be recorded, and I think it will be just as well to mention in the minutes that Mr. MacEwan has mentioned that the tax will not be levied for a payment for the Gap Rock light-houses and nothing else. Of course, when Mr. Ryrie talks of a promise, I must say it is absolutely impossible for me to bind my successor about anything. All I can say is that I have not the slightest intention to apply the rate for any other purpose. If it is necessary to do so, I shall come to this Board and inform it of the fact."

From these extracts it will be clear to His Excellency the Governor that Sir William De Vaux made an explicit pledge, as far as he was concerned, that when the purpose for which this special Gap Rock light-house rate was levied had been achieved the impost would cease. This being the case beyond all cavil, my Committee confidently appeal to the Governor to carry out the expressed intentions of his predecessor in this matter, so that His Excellency's sense of justice will bind him to the fulfilment of the pledge given by the representative of this Chamber.

The tax of one cent per ton levied prior to 1892, and still imposed, on shipping yields more than sufficient to provide for the upkeep and maintenance of all the lights, and the Committee therefore have the less hesitation in their minds to apply the rate of the special Gap Rock light-house rate.

Truth is, that His Excellency has his way to perform the pledge made by his predecessor without delay—I have the honour to be, sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary.

COLONIAL SECRETARY TO CHAMBER
Colonial Secretary's Office,
13th August, 1895.

Sir—I am directed to acknowledge the receipt of your letter of the 31st ultimo on the subject of the Gap Rock light-house rate, and to inform you in reply that the matter receiving the attention of the Government—have the honour to be, sir, your most obedient servant.

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The Secretary, Chamber of Commerce.

HONGKONG CHAMBER TO THE COLONIAL SECRETARY
Hongkong General Chamber of Commerce,
4th August, 1895.

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THE CHAMBER COMPANIES TO THE CHAMBER
The Eastern Extension, The Great Northern
Australia and China Telegraph Company
Telegraph Com. of Copenhagen
Par. 1st.

Hongkong Station, 17th August, 1895.

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Sir—I am directed to acknowledge the receipt of your letter of the 31st ultimo on the subject of the Gap Rock light-house rate, and to inform you in reply that the matter receiving the attention of the Government—have the honour to be, sir, your most obedient servant.

R. CHATTERTON WILCOX,
Secretary.

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NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship.

"OOLONG."

having arrived from the above ports, Consigned to the Godowns of the Godown Company, who are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before NOON on the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on MONDAY, the 24th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO.

Agents.

Hongkong, 17th August, 1896. [1892]

NOTICE TO CONSIGNEES

TO CONSIGNEES OF OPTIONAL CARGO, EX. O. S. C. O. S. "DARDANUS" FROM LIVERPOOL.

SHIPPING Orders must be forwarded from the Undersigned not later than the 24th inst. for shipment per steamer "GLAUCUS."

BUTTERFIELD & SWINE.

Agents.

Hongkong, 19th August, 1896. [1894]

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamship.

"LYME MOON."

Captain G. Lumsden, will be despatched for the above port TO-DAY, the 24th inst., at 4 P.M. For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 21st August, 1896. [1894]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Agents.

Hongkong, 17th August, 1896. [1892]

FOR THIEN-TIN (DIRECT).

THE Company's Steamship.

"KWONG-SANG."

Captain Stalham, will be despatched for the above port TO-DAY, the 24th inst., at 4 P.M. instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.

General Managers.

Hongkong, 22nd August, 1896. [1894]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship.

"CATHERINE APCAR."

Captain J. G. Olifant, will be despatched for the above ports TO-MORROW, the 25th inst., at NOON, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.

Agents.

Hongkong, 21st August, 1896. [1898]

"SHIR" LINE OF STEAMERS.

FOR YOKOHAMA.

"MERIONETHSHIRE."

Captain A. Davies, Commander, will be despatched for the above port TO-MORROW, the 25th inst., at NOON.

For Freight or Passage, apply to

DODWELL, CARILL & CO.

Agents.

Hongkong, 21st August, 1896. [1893]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA).

THE Company's Steamship.

"HOHENZOLLERN."

Captain A. Harrasowitz, will have for the above ports or about TO-MORROW, the 25th inst.

For further Particulars, apply to

MELCHERS & CO.

Agents.

Hongkong, 21st August, 1896. [1897]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship.

"BAYER."

Captain B. Blaauw, will have with the outward German Mail about the 24th inst., will leave for the above port about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & CO.

Agents.

Hongkong, 21st August, 1896. [1897]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship.

"PINSUBY."

Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Godown and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before NOON on the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on WEDNESDAY, the 26th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO.

Agents.

Hongkong, 19th August, 1896. [1898]

"PINNLOS" LINE OF STEAMERS.

FROM LIVERPOOL.

THE Steamship.

"CABIZ."

Consignees of Cargo by the above steamer are hereby informed that their Goods have arrived from Singapore per S.S. "HAZEE" and are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before NOON on the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on WEDNESDAY, the 26th inst., at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO.

Agents.

Hongkong, 19th August, 1896. [1898]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM TACOMA, VICTORIA, NAGASAKI, KOBE, AND SHANGHAI.

THE above Steamer having arrived.

Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARILL & CO.

Agents.

Hongkong, 21st August, 1896. [1898]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"KAISAI-LIM."

FROM BOMBAY, COLOMBO, AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such delivery will be obtained as soon as the vessel and cargo will be so landed.

This vessel brings on cargo:-

From London, &c. &c. Ocean.

From Persian Gulf, &c. B. I. S. N. Co. & Bombay Persian S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TUESDAY.

Goods will be cleared by the 25th inst., at 4 P.M. will be subject to rent.

No Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be received.

H. A. RITCHIE,

Superintendent.

Hongkong, 21st August, 1896. [1898]

NOTICE TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship.

"OOLONG."

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No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before NOON on the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on MONDAY, the 24th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO.

Agents.

Hongkong, 17th August, 1896. [1892]

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Hongkong, 21st August, 1896. [1894]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Agents.

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"SHIR" LINE OF STEAMERS.

FOR YOKOHAMA AND CALCUTTA.

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Agents.

Hongkong, 21st August, 1896. [1898]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship.

"GHAZEE."

Captain Th. Föck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to countersignature by the Undersigned and to effect immediate delivery of their Goods from alongside.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on MONDAY, the 24th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst. will be subject to rent.

Bills of L